

## **Implementing the New Zealand Skid Resistance Policy using dedicated "ring fenced" funding and targeted skid reviews**

**Dave Whitehead**

*Senior Pavement Engineer, New Zealand Transport Agency*

The latest revision of the T10 specification for management of skid resistance on the state highway network was issued in 2013 following extensive industry consultation.

One of the main changes was to include a methodology for prioritisation of treatments to improve skid resistance where it is low with reference to the Investigatory Levels (ILs). This involves two levels of prioritisation to enable both reactive and pro-active management of skid resistance within any available funding level.

The first at Exception report stage uses non-seasonally corrected data to enable prompt action on the most urgent sections of the network. The second level uses the seasonally corrected data and Skid Assessment Lengths (SAL's) to assist in future programming of skid resistance treatments based on need.

Since 2013/14 we have provided dedicated "ring fenced" funding to address sites where the only treatment driver is to improve skid resistance and safety. Priority is given to those sites with a history of wet road crashes but does include sites with low skid resistance and no crash history. The 7 areas receiving most funding also get assistance in putting the programme together by way of a detailed skid review including help with treatment and aggregate selection to ensure appropriate use of limited high performing aggregate sources.

The paper details the how the amount of required funding is calculated from the prioritisation process and distributed based on need from the annual survey results. The benefits and improvement in the overall performance of State Highway skid resistance since the funding was introduced are also discussed.